

William R Woody
Office of Marine Safety
National Transportation Board
490 L'Enfant Plaza East, SW
Washington, DC20594

Dear Mr. Woody

I gave you the answers to most of these questions on the phone yesterday, but will put them in writing. I am rather disheartened by these questions because they are so far off the mark, and we were quite frankly hoping the NTSB would have finished this investigation long ago. I hope you are investigating what could have caused the rogue wave that overturned the Taki Too with as much dedication-especially the Corp of Engineers charting of the area soon after the accident. I was able to get a copy of their map. There were many discrepancies. The biggest fault was the soundings of spots over the deteriorated ends of the jetties with the map showing depths of 30 to 40 feet at low tide-yet rocks are visible at that time, so where did these figures come from?

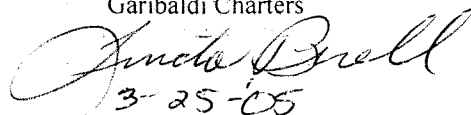
I called the Core and talked to a person that was obtaining the depth readings. I asked if they were using some type of sideways radar to get those readings. He said he went over the area on the boat where they got those readings, but I bluntly told him that we could not be having this conversation if he had actually done that because no one could take a boat over those rocks and live. I asking for a meeting to discuss these problems and was told they would be delighted to have a meeting with us in the fall-they would like to have local input on the problems with the entrance. I again contacted them in the fall to set something up-they suddenly had no time and no money and obviously, no interest in finding out why the entrance has piled up with sand causing strange wave patterns on many days. No doubt the Corp did do the readings in the channel, but they stopped at the end of the jetties where they now are-NOT where the jetties are supposed to be -some 300 feet on out into the sea. Their so called self scouring of the channel continues but now dumps the sand inside of where the jetty arms used to be which is much shallower, and allows for a very dangerous build up of sand right at the entrance. Of course the Corp of Engineers stopped their readings just short of this area-they did not want to take any responsibility for this accident or the terrible condition of the jetties and the Tillamook Bar.

In answer to your questions-

1. Captain Davis was to be allowed to run the Taki Too for the first season after purchase of the Business-He probably made around \$10,000. After that he ran mostly when requested as the Capt. by former customers-it would not have been very much maybe \$1500-\$2000.
2. Captains are paid 30% of the gross proceeds for each trip they take out of which they must pay their deck hand. This usually goes anywhere from about \$90-\$300. More for Halibut.
3. Nobody gets paid if a trip is canceled. Customers receive a full refund of their money, if they do not want to rebook the trip. Actually, most people beat out by the weather DO rebook their trips and, of course, the "Railroad Guys", as everyone called them, would have rebooked the trip with a another request for Capt Davis had they returned. Capt Davis, technically, would have lost little, if any, money by turning back-and he knew that. He had been taking these customers out for many years.
4. The D&D and the Taki Too were on a lease buy out plan at [REDACTED]
5. We paid [REDACTED]
6. March 2001.
7. We keep copies of Captain Licenses on file-also posted on boats. Captains also must carry their First Aid, Drug and CPR cards on their persons while operating boat. You already have these documents. There are no separate personnel files as all Captains and crew are contracted labor-NOT employees.

Thank you for your assurance that these records are confidential.

Sincerely,
Linda Buell
Garibaldi Charters


3-25-05